

THE

RATTLER



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E W Johnson

Stepping proudly across the Pouce Coupe trestle at 35 mph, comes NAR 4-6-2 #161. An RPO car, a CN baggage, and two NAR coaches are her consist, and in a few minutes will grind to a halt at Pouce Coupe, B.C. Already having traveled 490 miles from Edmonton, 6 miles still remained to Dawson Creek, B.C. Sept 1959.

The monthly meeting of the Rocky Mountain Branch of the C.R.H.A. will be held at the Cromdale Car Shops, Tues, May 7th, at 8:00 pm. Topics to be discussed at the meeting include: The election of a Vice President, railtrip to Barrhead, summer activities, a dues system to finance The Rattler to greater heights of success, and the Fall railtrip. Following the meeting, a talk will be given by Mr. Bill Sharp entitled " Canadian Pacific Steam in 1959 ".

STREET CAR No.1

On Tues, April 9th, workmen removed the rear truck from No. 1. The front truck was not taken out that day because of difficulty in working the king pin loose. Monday, April 15th, saw several members at the Car Shops. The front truck, which had been removed, was "attacked" from several angles with scrapers and wire brushes. In the meantime, a couple of members busied themselves with futher renovations inside the car. The warped ceiling panels and trim were removed and the walls, below the windows, and floor, are next to be replaced. Most of the boards on the outside of the car appear to be in remarkably good shape. Here is a list, supplied by John Guay, of items needed on No.1: One only K-6 Controller(you should all have a couple of those laying around), one trolley pole, one radio reactor, 20 only light sockets, (Brill lists them as #3043) and one retriever. An inquiry has been made to Dominion Bridge, here in the city, whether or not they still have the patterns for the seat ends. However, as of "press" time, no word has been forthcoming.

NEWS & NOTES

Progress has once again claimed another of those distinctive structures which always identified a railway as such. The venerable brick roundhouse at Red Deer has been dismantled. Built by CP in 1907, its' 9 stalls have sheltered everything from 4-6-0's to 5900's....More news to be found on the next page....

The latest trend in Railway car building seems to be to see who can build the largest tank car. Now Union Tank Car Co. of Chicago, announces they have just made the largest in the world. It just might be, for who else has a car measuring 91'-7" long, by 9' wide and 14'-8" high? Developed by Union Tank, it will be built under license by Proctor Ltd, Oakville, Ontario. Proctors' new car is shaped like a "double bubble" in a cross section. The design is formed by two partial horizontal tanks welded together. Weighing in at 175,000 lbs. light, it has 16 wheels. From the CN Public Relations Manager Edmonton, comes word that "a contract for the construction of timber trestle approaches totaling 413' in length combined with a reinforced concrete substructure to carry a steel bridge 140' long has been let by CN to Western Construction and Lumber Co. Ltd. The work will carry the Great Slave Lake Rly over the Kemp River, approx. 105 miles north of Roma. Completion date: May.... Have you noticed those silver vanderbilt tenders to be seen around the city? Who can tell us what commodity they haul? Water cars in worktrain service I suspect..... Perhaps it is time that some clarification was made concerning #4, the 0-6-0 switcher at Canmore Mines. The engine, for all intents^{and} purposes, is out of service. It is used only occasionally and is impossible to determine when it will be running. When it does run, it is only at the back of the mine. CP has relaid much of the track with heavier rail, and the tracks leading to the tippie have a simple ladder track installed and heavier rail put down. A geep (an 8700 when I saw it) is used as the mine switcher. The engine also switches at the Canada Cement plant at Exshaw, 9.8 miles East. The tracks under the tippie and leading to engineshed and boilerhouse are still laid with the old rail. The steamer will be used for a little while longer until, to quote Canmore Mines, "A few problems can be worked out". I believe that clearances under the tippie combined with the remaining light rail are the "problems" That little 4-6-0 down near Lethbridge seems to be the last active steamer left in Alberta. News continued on the next page...

NEWS CONT'D.

The NAR has been overhauling one of their geeps, #204, at the shops at Dunvegan Yards. The parts have all been carefully laid out on a large table for later identification in assembly. The hood was removed in one piece and placed on a flat car, moved to the far end of the shop, and later masked off and painted. ...Peter Cox informs me that they ^{ir}re Club, West Coast Railfans Assn., have purchased CP Business Car No 16. Peter, when are you going to bring it out to Edmonton?....

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Time has come to say goodbye to a respected member of the Rocky Mountain Branch. Dr. William T. Sharp is leaving Edmonton for a position down East. Dr. Sharp, as many of you will recall, was instrumental in organizing the first meeting of the Branch in his home on Dec, 12th, 1961. Since that time, Dr. Sharp has helped pilot the Branch to it's present position. He will be sadly missed by all of us at the CRHA. Thanks Bill, for a job well done

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The last issue of The Rattler produced many fine, outstanding, mistakes. Not the least of these was the spelling of Doug McKee-hnie's name (I'd better have it right this time!) and the Barr-head railtrip is to be powered by a 300 series engine (Ex-CN 1000's), not a 200 series geep, as reported. For the record, the last meeting was held on the 9th of April. Also omitted were the credits for the information used.

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Thanks to Vince Coley, Winston MacDonald, Eric Johnson, John Guay, The CN Area News and The West Coast Steam Chest.

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BARRHEAD EXCURSION

Don't forget the railtrip on the NAR to Barrhead Sat, May 18th.
We want this to be a big success, so tell all your friends and
bring them along. The fare is only \$2.95, including a light lunch.

SEE YOU AT DUNVEGAN!!!!

BARRHEAD EXCURSION

Don't forget the railway on the way to Barrhead Sat. May 18th.
It's worth this to be a big success, so tell all your friends and
bring them along. The fare is only 25.95, including a light lunch.
SEE YOU AT DUNDEE!!!